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REPORT

OF

THE COMMISSIONERS FOR THE ERECTION OF
THE PUBLIC BUILDINGS

TO

HON. WILLIAM B. SMITH,
MAYOR OF PHILADELPHIA,

OF

THEIR OPERATIONS DURING THE YEAR 1884.

WITH AN

APPENDIX,

CONTAINING SUNDRY PAPERS RELATING TO GRADING AND
PAVING THE ROADWAYS AROUND THE BUILDINGS,

AND

COPY OF THE ACT OF ASSEMBLY, APPROVED AUGUST 5, 1870,
CONSTITUTING THE COMMISSION.

PHILADELPHIA:
PRINTED FOR THE COMMISSIONERS.

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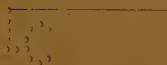
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PUBLIC BUILDINGS

TO

HON. WILLIAM B. SMITH,

MAYOR OF PHILADELPHIA,

OF

THEIR OPERATIONS DURING THE YEAR 1884.

OFFICE OF THE

Commissioners for the Direction of the Public Buildings.

PHILADELPHIA, *February* 10, 1885.

HON. WILLIAM B. SMITH, .

Mayor of Philadelphia.

DEAR SIR:—In reply to your request that a report of the operations of this “Department” for the year ending December 31, 1884, may be transmitted to you by the 15th day of February, 1885, the Commissioners respectfully state :

That while it has never been considered that their body is one of the “departments” of the City Government, and within the terms of the Act of Consolidation referred to in your communication, yet they take great pleasure in furnishing to the chief magistrate of the city the report asked for, that you may have accurate information on which to base such mention in your annual message to Councils as you may deem expedient in regard to the new City Hall, the erection and furnishing of which has been committed by the Legislature of the State as a special trust to the Commissioners, of whom the Mayor of the city is *ex officio* one.

The balance to the credit of the Commissioners on the 31st of December, 1883, was \$29,636 31. There

was appropriated for the year 1884, by the City Councils, \$825,000, making a total applicable to the purposes of the Commissioners, during the year 1884, of \$854,636 31. Of this there had been expended up to December 31, 1884, \$828,047 18, leaving an unexpended balance carried to their credit for the present year (1885) of \$26,589 13.

There were, however, outstanding claims and demands against the Commission amounting to \$449,728 69, including the very large balance due to Messrs. Struthers & Sons, of \$298,001 31, on special warrants issued from November 6, 1883, to December 2, 1884, besides interest, all of which will have to be immediately paid out of the appropriation of \$750,000, made for the general purposes of the Commissioners during the year 1885, by ordinance approved December 26, 1884, as soon as available.

Work under the contract with Messrs. William Struthers & Sons, for marble and marble work, has been confined during the past year to the clock-tower, which is now carried to a height of 196 feet 4½ inches above the pavement level; while 3644 blocks, all the *marble* required in its completion, are delivered on the site, dressed and ready for setting in place at the opening of spring.

The whole amount of marble required in executing this contract has aggregated 702,000 cubic feet, of which 560,000 feet have been used in the main structure, which, with the exception of pointing and cleaning down, is entirely completed. Of the remaining 142,000 feet required for the clock-tower, 47,000 feet have already been set in place.

The "travelling derrick," referred to in the reply of the Commissioners to Mayor King, under date of March 8, 1884, operating from the interior of the tower, and raised by screws as the work progresses, has been in constant use during the past season in raising and setting the stone, and is found to answer fully every requirement for which it was designed.

When all of the marble for the clock-tower shall have been set in place, it will be necessary to replace some of the ashlar facing of the wings on the north side of the court-yard, which has been fractured by the unequal pressure upon the foundations and masonry of the walls, arising from the great elevation of the clock-tower above the adjoining façades. Such results are always expected, and do not affect in the slightest degree the stability of the structure where they occur. The injured ashlar can readily be renewed with little trouble and expense as soon as the loading upon the walls has become permanently adjusted. Careful and exact measurements and levelling have shown that there has been no appreciable settlement of the tower upon its foundations.

The whole of the iron framings of the roofs (the tower excepted) have been secured in place, the level portions arched with brick, covered with Neuchâtel mastic, and the steeper parts, except those of the north centre not yet sufficiently advanced, finished with slate and copper.

The dressed-stone stairway in the southeast corner pavilion has been completed, with the exception of the bronze railings across the windows, some minor fitting, the wooden capping of the rail, and the general finishing

down of the entire balustrade. The stairway in the southwest corner pavilion has been carried to the level of the fourth floor, and is expected to be ready for the bronze railings, most of which are now delivered, before the close of March next.

The boiler-house beneath the pavement in the north-east corner of the court-yard, for the use of the electric light and hydraulic elevator system, is now ready for the enamelled brick lining, preparatory to setting up the boilers and engines.

Cast-iron stairs from the principal floor to the level of the eighth floor have been constructed for use of the Fire-Alarm and Police Telegraph Department, whose rooms on the fifth, sixth, seventh and eighth floors (counting each mezzanine, or half story, as a floor) are prepared for plastering.

Two vaults for fuel and ashes, in connection with the heating apparatus, and having a storage capacity of 1500 tons, have been constructed beneath the sidewalks on the east and west fronts south of Market Street.

The granite curbing and granolithic sidewalks, with slight exceptions, have been completed around the three sides of the building south of the northern front.

September 18, 1884, the following resolutions were adopted by Councils :

“Resolved, That the Commissioners for the Erection of the Public Buildings be and they are hereby requested by Councils to take immediate steps (under the powers and authorities conferred on them by the Act of Assembly approved August 5, 1870, ‘to do all other acts necessary in their judgment to carry out the

intent of this Act in relation to said Public Buildings') to have the streets around the Public Buildings graded and paved as soon as practicable.

"*Resolved*, That Councils will in the ordinance making an appropriation to said Commissioners for the year 1885 introduce a section appropriating, in addition to what may be appropriated for the general purposes of the Commission, a sum sufficient to meet all liabilities which they may incur in complying with the above request.

"*Resolved*, That the departments of the City Government be authorized and requested to afford to said Commissioners every facility and assistance that may be required for the prompt and efficient execution of said grading and paving."

In accordance with these resolutions, the Commissioners, on behalf of the city, entered into a satisfactory contract with the Vulcanite Paving Company and the Barber Asphalt Paving Company jointly for the grading and paving required; and the work was commenced without delay, and carried forward until the season rendered it necessary to suspend operations.

The entire roadways surrounding the site from the south line of Market Street to the north side of the railway tracks on Chestnut Street have been regraded, and all that portion south of the south line of the buildings covered with asphalt upon a bed of concrete not less than eight inches in thickness, and in places where the condition of the subsoil required, still thicker. Great care was taken to make provision for all future connections with water and gas pipes, etc., so as to avoid the necessity of disturbing the pavement when these connections became necessary.

The second item of the ordinance of Councils, approved December 26, 1884, making an appropriation to the Commissioners for the year 1885 is as follows :

“Item 2.—For grading and paving around the Public Buildings, fifty thousand (50,000) dollars.”

The Philadelphia Traction Company, whose cable road for passenger cars occupies a portion of the roadways surrounding the buildings, have agreed to pay one-fifth of the cost of grading required for the new pavement from the curb line on the south side of Penn Square to the north line of the passenger railway track on Chestnut Street, and one-fifth of the cost of grading and paving the balance of the roadways around the buildings; and it is believed that the expense to the city under the contract with the two paving companies will come within the limits of the appropriation. But the cost of providing against the tearing up of the pavement after it has been laid to make the connections above referred to, and other underground facilities which the exigencies of the future will probably demand, may considerably increase the entire outlay for the work upon the pavement and its unavoidable accessories to an amount greater than \$50,000. No part of the expense of or connected with this grading and paving of the roadways is properly chargeable to the building construction account.

It should be mentioned here that the grading and paving from the south curb line of Penn Square to Chestnut Street was indispensable to make the surface of Broad Street within those limits conform to the street grade fixed by the city some twenty or more years ago, and adjust it to the level upon which the buildings were erected in accordance with data given

by the Survey Department based upon the grade of the streets as fixed by the city at the same period, long prior to the commencement of the structure.

The entire roadways it is expected will be completed at a very early period after the season permits the resumption of work.

There are appended to this report copies of a communication to Councils from the Chief Commissioner of Highways, of a communication in behalf of the Commissioners to the Board of Highway Supervisors, and of the report of the committee to whom the proposals for the paving and grading were referred.

On May 5, 1884, Councils adopted a resolution as follows :

“That the Public Building Commissioners be requested to inform Councils whether the work upon the tower on the new City Hall cannot be suspended until the rooms for the city departments are first finished.”

To which, under date of June 4, the following reply was made :

“That it will not be possible to suspend the work on the tower ‘until the rooms for the city departments are first finished.’ The stone for the tower has been on the ground for some time; and the bills therefor having been paid, it is the property of the city; and it is necessary that it should be got out of the way in order that the necessary work in connection with indispensable branches entering into the permanent structure of the building shall be carried forward. The contractors have just put up and completed an expensive and valuable plant for the purpose of raising the stone, and this

plant, if the work were to cease, would simply be exposed to decay and destruction for want of use; and the most appropriate place to deposit the stone, when removed from the ground, is in its proper position in the construction of the tower. This work was all included in the original contract, dated December 13, 1873.

"It seems only necessary, in connection with the above statement, to call the attention of Councils to the frequent communications from the Commissioners, the most of which are in print upon the journals of your bodies, showing how, from year to year, the Commissioners have been endeavoring by special exertions to have the buildings occupied as rapidly as possible; but that the financial exigencies of the city have not, in the judgment of your bodies, permitted the furnishing of the Commissioners with sufficient funds to carry out their designs. The consequences have been not only serious detriment to the progress of the work, and positive injury to what has been erected, but inevitable changes of plan, from time to time, until now the proper administration of the trust confided by the Legislature of the State to the Commissioners for the erection of these buildings requires that they shall move steadily forward to the completion of the contracts already existing, and the furnishing and providing of the necessary machinery, fixtures and appliances for the lighting, heating and water supply, etc., of the entire structure; and that the finishing of the buildings be proceeded with upon a uniform and regular plan."

The principal items of new work suggested for execution during the present year (1885) are: the continuance of the clock-tower to the height of 275 feet,—

completing and furnishing the boiler-house for the electric lighting and hydraulic elevators,—arching the floors of the southern half of the building,—providing and setting in place the cast-iron jambs and architraves for doors and windows preparatory to plastering,—completing and furnishing the boiler-house for the heating apparatus required for the western half of the building,—and completing the area railings on the east and west fronts, together with the bronze gates for the south centre pavilion on the southern front.

It will not be practicable to fit up any additional rooms for occupation. The entire amount at the disposal of the Commissioners is very much less than what is required for the essential advancement of the permanent construction.

A matter of very grave and pressing importance which has received particular consideration during the past year is the water-supply of the buildings. The services of Mr. Howard Murphy, a civil engineer of established reputation and of experience in matters relating to hydraulics, and from his former connection with the Survey Department familiar with the resources and possibilities for the requirement, were engaged. The results of his investigations were presented in a full, elaborate and detailed report through the Committee on Water Supply at the stated meeting of the Commissioners in December. Action was postponed to allow of a full consideration of the report. Two facts may be stated as evidencing the magnitude of the problem to be solved by the Commissioners; the one is that the estimated daily requirement of water for the buildings when completed and in full use is half a million (500,000) gallons; and the other is that even if

its capacity would allow of a resort to the Fairmount Reservoir, it has not sufficient height to force the water to the level of the first mezzanine or half story. The Commissioners took action on the subject at their stated meeting of the present month. It does not come within the scope of this present report of the operations of the Commissioners for the year 1884.

The following table, compiled from the records of the Superintendent's office, shows the amount of material received at the building and used during the year ending December 31, 1884 :—

30,307.1"	cubic feet of marble from Lee, Mass.
5,090	cubic feet of sandstone (Ohio).
9,100	cubic feet of granite, polished (Mass.).
15,315	cubic feet of dressed granite (Mass.).
14,667½	cubic feet of Conshohocken stone foundations.
385	tons 1067 pounds cast-iron door trimmings, cornices, ceilings, etc.
444	tons 612 pounds rolled-iron beams and girders for floors and roofs.
7	tons 450 pounds wrought-iron clamps, tie rods, bolts and braces.
20,000	square feet of roofing slate, sawed and planed.
5,016,200	hard bricks.
8,500	pressed bricks.
16,950	enamelled bricks.

There have been used in the construction, from the commencement of the work to the 31st of December, 1884, the following materials :—

80,325	cubic feet of concrete foundations.
839,532½	cubic feet of foundation stone from Conshohocken, Pa.
223,241	cubic feet of dressed granite from Concord, N. H., Blue Hill, Me., and Cape Ann, Mass.
700,779.4"	cubic feet of marble from Lee, Mass.
116,231.8"	cubic feet of buff and blue sandstone from Ohio.
3,192	cubic feet of sandstone from Hummelstown, Pa.
41,536	cubic feet of polished granite from the quarries on the Magaguadavic River, near St. George, N. B., and from Quincy and Cape Ann, Mass.
12,500	cubic feet of polished marble from Rutland, Vt., and Montgomery county, Pa.
65,816,700	hard bricks from Philadelphia.
236,020	pressed bricks from Philadelphia.
161,750	white bricks from Philadelphia.
166,938	enamelled bricks from Philadelphia.
3,723	tons 1696 pounds of rolled iron for floors and roofs.
105	tons 124 pounds of wrought-iron clamps, ties and bolts.
2,264	tons 1774 pounds of cast-iron door and window dressings, askewbacks, bricks, ceilings, cornices, plates and lintels, etc.
26,298	square feet of bond slate.
96,700	square feet of roofing slate, sawed and planed, and weighing 794 tons.
Whole number of bricks of all kinds, 66,381,408.	

The excavations for the cellars and the foundations required the removal of 145,870 cubic yards of earth.

The entire amount appropriated by Councils to the Commissioners since 1872, when the first appropriation was made, to 1884, both years inclusive, is \$9,066,609 88

No appropriation whatever was made for the year 1877; and no special tax has been levied since 1876 for the Public Buildings,—the appropriations for 1878 and the subsequent years having been made out of the general annual tax.

To the appropriations thus made there should be added the amounts of special warrants issued by the Commissioners to William Struthers & Sons for bills under their contract for the marble and marble work of the exterior, in addition to bills under their contract which were paid out of the appropriations, ... 1,519,515 24

Making a total of \$10,586,125 12

And deducting from this the total amount of expenditures by the Commissioners up to the close of the year 1884, ... 10,559,535 99

Leaves the balance, as above stated, of \$26,589 13

Reference is respectfully made to the replies made for the years 1882 and 1883 to the requests of your

predecessor for statements "of their operations" during those years, "and for such other information as will be of interest to the city," and which contain a full explanation of the circumstances which have necessarily affected the Commissioners in their action as to the method and progress of the construction and occupation of the buildings. A copy of the Act of Assembly approved August 5, 1870, under which the Commission was established, is appended hereto for convenience of reference as showing the foundation of their powers and authorities.

The Commissioners cannot close this report without mention of the great loss they have sustained in the death, January 5, 1885, of Francis DeHaes Janvier, who for more than thirteen years had filled the office of Secretary with exact fidelity and great ability. At the stated meeting of the Commissioners, held February 3, 1885, William B. Land, who for eight years and upwards had served with satisfaction and faithfulness as Clerk to the Secretary, was unanimously elected as Mr. Janvier's successor.

Respectfully submitted,

On behalf of the Commissioners.

SAMUEL C. PERKINS,

President.

APPENDIX.

COMMUNICATION

FROM

CHIEF COMMISSIONER OF HIGHWAYS TO COUNCILS

IN REFERENCE TO

PAVING THE ROADWAYS AROUND THE PUBLIC BUILDINGS.

PHILADELPHIA, *June 12, 1884.*

*To the Select and Common Councils
of the City of Philadelphia.*

GENTLEMEN:—A resolution of the Committee on Highways requests me to again communicate to Councils, and urge the necessity for prompt action relative to placing the cartway pavement around the Public Buildings at the revised established grade.

The Building Commission have already considerable of their new curb set, and have commenced to lay the improved footway pavement. The cable railway has also been laid in Market Street both east and west of the Public Buildings, but cannot be completed on the south side till the grade of the cartway is modified nearly two feet at one point. The vast amount of traffic at this place makes it doubly important that the street should be promptly put in good condition.

As reported on June 5, the cost of the improved cartway pavement entirely around the building would be about \$50,000. The present pavement is of cobble stone put down for temporary use, and is unfit for the character and amount of travel to which it is subjected. It is frequently broken, and when repaired soon becomes very rough again.

On the north, east and west sides of the Public Buildings the present grade approximates quite closely to the established grade, but south of the building about 5000 yards of excavation are required, and not less than 6000 yards of repaving, to bring the present pavement to the revised grade; that is, the revision of grade would neces-

sitate lifting the most of the pavement in Broad Street from the Public Buildings to Chestnut Street, and along South Penn Square from Juniper Street to Merrick Street.

The cost for paving, gravel, grading and modification of drainage on south side would be about \$3000, and the cost of replacing the cobble pavement about \$2000, a total of \$5000 for grading and restoring temporarily the cobble-stone cartway pavement.

I would recommend that an appropriation of \$50,000 be made and authority given to complete the whole improvement, or, in case that be impracticable, that \$5000 be appropriated and authority given for grading and restoring the cobble pavement to revised grade.

Respectfully,

JOHN D. ESTABROOK,

Chief Commissioner of Highways.

COMMUNICATION, SEPTEMBER 30, 1884,

ON BEHALF OF

The Commissioners for the Erection of the Public Buildings

TO THE

BOARD OF HIGHWAY SUPERVISORS

ON GRADING AND PAVING OF THE ROADWAYS SURROUNDING
THE BUILDINGS.

To the Board of Highway Supervisors.

GENTLEMEN:—The Commissioners for the Erection of the Public Buildings having advertised for proposals for grading and paving, and the Select and Common Councils of the City of Philadelphia having, by resolution (to be found in Appendix to Journal of Common Council for the present year, No. 232) adopted on the 18th inst., requested the Commissioners to take immediate steps to have the streets around the Public Buildings graded and paved as soon as practicable, and having authorized and requested the departments of the City Government to afford the Commissioners every facility and assistance that may be required for the prompt and efficient execution of said grading and paving, I have, on behalf of the Commissioners, to submit the following statement:

Provision has been made by four ducts, one at each corner of the building, extending to the curb line, as now existing, for the introduction of all gas pipes, water pipes and electric wires necessary for the service of the buildings. It is the special desire and object of the Commissioners, in having the pavement laid down around the buildings, to have every provision made which will render unnecessary the disturbing of the pavement, after it is once put down, for any purpose whatever. With this view, it is intended, first, to put a sub-way of sufficient capacity, say 6 feet wide by 9 feet high, entirely around the

buildings, with lateral connections extending across the roadway opposite the centre of each side, to admit of the introduction of whatever conduits may hereafter be determined to be necessary for conveying any of the wires used for electrical purposes throughout the city under ground. This sub-way, except the lateral connections, can be placed upon ground not within the street lines of the public highway, as now existing on the plans of the city, but between those lines and the lines of the curb, as now fixed for the footway immediately around the buildings. This sub-way is not intended for any other purpose than for the electric wires

It is understood by the Commissioners that there are already sufficient accommodations around the buildings for all the sewerage and supplies of gas and water pipes that may be needed, or that they are to be or can be put in within a very short time and before the pavement is laid. The Commissioners would respectfully suggest that such arrangements be made by the respective departments for the laying down of sufficient attachments, extending to the curb opposite the buildings, as will enable the departments to supply all demands which may be made upon them respectively for buildings surrounding the square, whether already there or prospectively probable.

The attachments for the supply of water, gas, etc., to the buildings, it is proposed, shall be made where the general pipes will cross the lateral connections with the sub-way, and conducted thence along the sub-way to the corner ducts, and thence into the buildings.

It is intended by the Commissioners to strictly limit any provision for the introduction into or a passage through the buildings or the grounds of pipes or other conveniences for the supply of water, gas, etc., to such as may be necessary solely for the buildings themselves. It would not, in their judgment, be prudent for many reasons to allow such provision to extend beyond this limit in any respect.

It has been thought better to put these views definitely in writing, as the result of the informal conferences which have been had, so that the respective departments may proceed with the utmost promptness for the accomplishment of the common end desired to be attained.

The proposals for the grading and paving are to be opened on Saturday, October 4, at 12 o'clock noon, and the Commissioners desire to proceed with the work as promptly and rapidly as possible. The matter is especially urgent, in view of the necessary lowering of the present surface of the streets upon the south side of the buildings, and of

the fact that the Traction Railway Company will have to lay what is necessary for their purposes from eighteen inches to two feet below the present surface.

The Commissioners would like to have the entire work done around the buildings this season ; but, in any event, it is of the utmost importance that the portion around the southern half of the building be done before the season is too far advanced.

Very respectfully,

SAMUEL C. PERKINS,

September 30, 1884.

President of Commissioners.

REPORT OF COMMITTEE

COMPOSED OF THE

PRESIDENT OF THE COMMISSIONERS, THE ARCHITECT,
THE SUPERINTENDENT, AND THE PRESIDENTS
OF SELECT AND COMMON COUNCILS,

TO WHOM WERE REFERRED

THE PROPOSALS FOR GRADING AND PAVING THE ROADWAYS
AROUND THE BUILDINGS.

*To the Commissioners for the
Erection of the Public Buildings.*

GENTLEMEN:—The Committee to whom were referred the proposals for the grading and paving around the buildings respectfully

REPORT—

That proposals were received from but three parties, as follows :

Mr. H. G. Clement proposes to furnish a pavement of granite blocks, on 9" concrete bed, at \$3.95 per yard ; or white pine blocks, 6" $\times$ 2" $\times$ 6" deep, dipped in gas tar, on 9" Portland cement base, joints filled with bar sand, at the same price, to be completed in 100 working days.

Messrs. D. & P. McNichol propose to furnish pavement of granite blocks, on 12" bed of gravel, at \$3.50 per yard ; or the same with pitched joints at \$3.80 per yard ; to be completed in 150 days. No guarantee is stated in the proposal.

The Vulcanite Paving Company and the *Barber Asphalt Paving Company*, jointly, propose to furnish a pavement of Trinidad asphalt, to be completed in 35 working days, and guaranteed for five years. This proposal specifies four variations in the details of the pavement, with corresponding differences in price :

First. On a 6" hydraulic concrete base, with 18" wide gutters of Trinidad asphalt, at \$3.15 per yard.

Second. On the same base, with gutters of Neuchâtel asphalt, at \$3.25 per yard.

Third. On an 8" hydraulic concrete base, with gutters of Trinidad asphalt, at \$3.40 per yard; and

Fourth. On the same base, with gutters of Neuchâtel asphalt, at \$3.50 per yard.

The thickness of the asphalt will be 2½" when compressed as finished according to what is known in the trade as the Washington Specifications; which are also to be followed in the other details of the work as set out in a copy annexed to the proposal.

It is understood that whatever pavement may be adopted by the Commissioners will be satisfactory to the city departments interested in the question, as well as to the Traction Railway Company, whose road is to be laid around the building, and also to the other passenger railways, portions of whose tracks may occupy part of the space to be paved.

The essential points to be considered, in the view of your Committee, are quiet, durability, appearance and cost; and in mentioning this latter item, your Committee would emphasize the thought that it is not by any means the expenditure of the least money which makes the least cost, and that the true economy is in that pavement which will fulfill the requirements of the location.

In reference to the matter of quiet, which is of almost paramount importance in this particular location, it is hardly necessary for the Committee to say that any pavement of granite blocks or of other stone is entirely out of the question. The first expenditure, it is apparent from comparison of the proposals, is much greater than the prices named for the asphalt pavements; and the question of durability, in view especially of the greater ease and facility with which an asphalt pavement can be repaired and kept in good order, does not assume an importance which would overcome the very great preponderance in favor of the quiet of the asphalt pavement.

In reference to the proposed pavement of white pine blocks, now being used to some extent in London and Paris, your Committee do not feel justified in recommending to the Commissioners an experiment which all previous experience with any kind of wooden pavement in this city and elsewhere in this country would indicate as extremely uncertain in its outcome; and which, in the judgment of your Committee, will expose the city to the risk of failure at a

great expense, without any such assured advantages to be shown in this pavement over the asphalt as to render it desirable for them to recommend its adoption for the special purpose under consideration. The London example referred to in the letter which accompanies the proposal, of the pavement in front of the new Law Court buildings, is on a comparatively narrow street, with no part of the roadway occupied by tram-rails; and in regard to the boulevards of Paris, while they are much wider than the Strand opposite the new Law Courts in London, yet they have no tramways laid down upon them; nor are they, for the most part, subjected to anything like the heavy traffic which must pass over the pavement which will surround the Public Buildings. It needs only to be added that the first cost of this wooden pavement is nearly one-seventh greater than that of the asphalt.

Without going further into detail upon this subject, the Committee cannot recommend the adoption by the Commissioners of the white pine block pavement.

There remains to be considered the four varieties of asphalt pavement proposed by the Vulcanite Paving Company and the Barber Asphalt Paving Company jointly. Your Committee are unanimous in recommending that the Trinidad asphalt be used upon the main body of the roadway, and that the gutters shall be of the Neuchâtel asphalt, because of its greater hardness, and its composition being less liable to deleterious effects from standing water; and further, in comparison with the 6" hydraulic concrete base, they would recommend the adoption of an 8" concrete base; that is to say, they recommend the acceptance of the proposal of these parties for the pavement of Trinidad asphalt on an 8" hydraulic concrete base, with gutters of Neuchâtel asphalt 18" wide, at a cost of \$3.50 per square yard, including grading, the whole to be completed in 35 working days from the date of the contract, with a guarantee for five years; as they most nearly approach the desired requirements of the intended pavement of any of the proposals submitted.

It will hardly be possible, in view of the contingencies necessarily attending the arrangement of the gas and water pipes and sub-way for electric wires and other underground preparations, that the entire work can be completed this season; but your Committee believe that by proper effort the work on the southern half, which is of the most pressing importance, can be finished before the weather will prevent

further operations; and the residue of the work can be proceeded with at the opening of the building season next year.

The Committee further recommend that the Chief Commissioner of Highways be requested to co-operate with the Architect and Superintendent of the Commissioners in the inspection of the work as it proceeds, and that all bills therefor shall be approved by the Architect and Superintendent, and also by the Chief Commissioner of Highways, and they recommend that the security to be required from the contractors be in the sum of \$15,000, with two sureties.

They have prepared and submit herewith resolutions, which they recommend the Commissioners to adopt; and they annex also a schedule of the proposals prepared by the Architect.

On behalf of the Committee,

SAMUEL C. PERKINS,

PHILADELPHIA, October 7, 1884.

Chairman.

1. *Resolved*, That the proposal of the Vulcanite Paving Company and the Barber Asphalt Paving Company, jointly, for the work of the grading and paving of the roadways surrounding the buildings, for the Trinidad asphalt pavement on an 8" hydraulic concrete base, with gutters of Neuchâtel asphalt 18" wide, at \$3.50 per yard, the same to include all grading, and the work to be guaranteed for five years, and to be completed in 35 working days, be accepted, with the understanding that such part of the work as lies north of Market Street may be deferred, if the Commissioners require, until the commencement of the building season of next year.

2. *Resolved*, That the Chief Commissioner of Highways be requested to co-operate with the Architect and Superintendent of the Commissioners in the inspection of the work during its progress; and that all bills be approved by the said Chief Commissioner as well as by the Architect and Superintendent.

3. *Resolved*, That the security to be required from the contractors be fixed at the sum of \$15,000, with two sufficient sureties.

A N A C T
FOR THE
ERECTION OF THE PUBLIC BUILDINGS.

AN ACT to provide for the erection of all the Public Buildings required to accommodate the Courts, and for all Municipal purposes, in the City of Philadelphia, and to require the appropriation, by said City, of Penn Squares, at Broad and Market Streets, to the Academy of Fine Arts, the Academy of Natural Sciences, the Franklin Institute, and the Philadelphia Library, in the event of the said Squares not being selected by a vote of the people, as the site for the Public Buildings for said City.

Section 1. BE IT ENACTED by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same: That THEODORE CUYLER, JOHN RICE, SAMUEL C. PERKINS, JOHN PRICE WETHERILL, LEWIS C. CASSIDY, HENRY M. PHILLIPS, WILLIAM L. STOKES, WILLIAM DEVINE, the MAYOR OF THE CITY OF PHILADELPHIA, and the PRESIDENTS OF SELECT AND COMMON COUNCILS, for the time being, are constituted Commissioners for the erection of the Public Buildings required to accommodate the Courts, and for all Municipal purposes, in the City of Philadelphia, who shall organize within thirty days, procure such plans for said buildings adapted to either of said sites hereinafter named, as in their judgment may be needful; appoint of their own number a President, and from other than their own number a Secretary, Treasurer, Solicitor, a competent Architect and assistants, and other employees; fix the compensation of each person employed by them, and do all other acts necessary in their judgment to carry out the intent of this act in relation to said Public Buildings; fill any vacancies which may happen by death, resignation, or otherwise, and if in the judgment of said Commission they shall deem it advisable to increase their number, they may, by a vote of a majority of their whole number, increase said Commission from time to time to any number not exceeding thirteen. The said Commissioners are hereby authorized and directed to locate said build-

ings on either Washington Square or Penn Square, as may be determined by a vote of the legally-qualified voters of the City of Philadelphia, at the next general election in October, one thousand eight hundred and seventy, and the Sheriff shall issue his proclamation, and the City Commissioners and other proper officers of said City shall provide all things that may be needful to enable the voters to decide by ballot their choice of a site for said Public Buildings, and the Return Clerks shall certify to the Prothonotary the result of said election, in the usual form required for other elections. And as soon as said choice is determined by a vote of the people, as provided in this act, the said Commissioners shall, within thirty days thereafter, advertise for proposals, and make all needful contracts for the construction of said buildings, as soon thereafter as may be found practicable, which contracts shall be valid and binding in law upon the City, and upon the Contractors, when approved by a majority of the said Board of Commissioners; and the said Commissioners shall make requisition on the Councils of said City, prior to the first day of December in each year, for the amount of money required by them for the purposes of the Commission for the succeeding year, and said Councils shall levy a special tax, sufficient to raise the amount so required. *Provided*, That said Councils may at any time make appropriations out of the annual tax in aid of the purposes of this act. *And provided further*, That the amount to be expended by said Commissioners shall be strictly limited to the sum required to satisfy their contracts for the erection of said buildings, and for the proper and complete furnishing thereof; and as soon as any part of said buildings may be completed and furnished ready for occupancy, they shall be occupied by the Courts, or such branch of the Municipal Government as they are intended for by said Commissioners; and upon the completion of a sufficient portion of said buildings to accommodate the Courts and Municipal Offices, the buildings now occupied by them respectively shall be vacated and removed, and upon the entire completion of the new buildings, all the present buildings on Independence Square, except Independence Hall, shall be removed, and the ground placed in good condition by said Commission as part of their duty under this act, the expense of which shall be paid out of their general fund provided by this act, and thereupon the said Independence Square shall be and remain a public walk and green for ever.

And be it further provided, That in the event of Washington

Square being selected by a majority of votes as the location for the said Public Buildings, then and in that event the Councils of the City of Philadelphia are hereby authorized, empowered and required to set apart for and convey by proper deeds or grants of conveyance, or by proper assurances of the right to occupy said squares, which the Mayor of Philadelphia shall duly sign and execute under the seal of said City, the four squares of ground known as Penn Squares, located at the intersection of Broad and Market Streets, in the City of Philadelphia, as laid down on the present map of said City, one to each of the following institutions: the Academy of Fine Arts, the Academy of Natural Sciences, the Franklin Institute, and the Philadelphia Library, for the purpose of allowing them to erect thereon ornamental and suitable buildings for their respective institutions. The location of such buildings and the plans thereof to be approved by the Commissioners appointed under this act, and their successors in office, together with the time of erection, and all other matters appertaining thereto: *Provided, however,* That all expenses connected with said conveyances, plans, and other information requisite for the said Commission to have, shall be paid by the institutions respectively. In the event of the ultimate selection of Penn Squares as the site for said Public Buildings, the said Commission shall have authority and they are hereby empowered to vacate so much of Market and of Broad Streets as they may deem needful: *Provided, however,* That the streets passing around said buildings shall not be of less width than one hundred feet. It shall be the duty of the Mayor, the City Controller, City Commissioners, and City Treasurer, and of all other officers of the City, and also the duty of the Councils of the City of Philadelphia, to do and perform all such acts in aid and promotion of the intent and purpose of this Act of Assembly as said Commission may from time to time require. All laws and parts of laws restricting the uses and purposes of said Squares, or any of them, that may be in conflict with the intention and purpose of this act, be and the same are hereby repealed.

B. B. STRANG,

Speaker of the House of Representatives.

CHARLES H. STINSON,

Speaker of the Senate.

Approved the fifth day of August, Anno Domini one thousand eight hundred and seventy.

JOHN W. GEARY.

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